

COMMENT

Rules on mackerel still out of touch

THE FIRST attempt to get to grips with mackerel conservation by the Ministry in September saw the introduction of a set of regulations which were hopelessly out of touch with the situation. This has been acknowledged by a whole new system of controls which come into force next week.

The new quota regulations under which the fleet will have to operate are about as watertight as a purse seine net.

Time and time again it has been seen that quota controls are useless unless there is strict enforcement. The only people who do not seem to have got this message are the Ministry officials responsible for this latest garbled piece of legislation.

A quick visit to Plymouth alone would have shown them how out of touch with the situation they are.

Fishing boats do not land at predetermined times. Landings are going on all through the day and night. With mackerel being put ashore at five major landing points in various harbours at Plymouth, the two local Ministry men are going to need bionic surgery before they could even hope to set up any form of rigid inspection.

While the Ministry might claim that the new regulations were worked out with the industry, surely they did not expect fishermen to object to a system that in practice will allow them to fish on regardless.

fishing news

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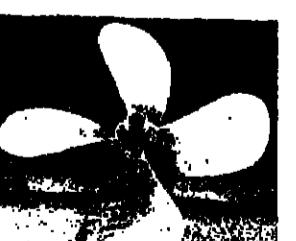
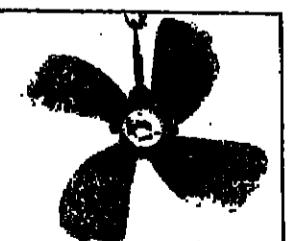


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SCOTS QUOTA CUT

SCOTTISH inshore fishermen are severely limiting catches of haddock and whiting.

The Scottish Fishermen's Organisation is on a maximum of 30 boxes per man per week and the Anglo-Scottish Fish Producers' Organisation will restrict members to a combined catch of 40 boxes (30 cwt.).

The ASFPO covers an area from the Scottish east coast to Whitby, and their measure comes into effect from midnight Saturday, November 5.

They stress that in future years ASFPO fully accept their responsibilities for controlling their own members' landings but in no way can they accept responsibilities for others — and in no way will they accept that their members should ever again be asked by government to accept penalties for overfishing situations caused by others.

The Aberdeen Fish Producers' Organisation made it clear they are keeping the situation under close observation, although not taking immediate action.



Hugh Brown, under-secretary of State for Scotland, accompanied by his wife, visited the Scottish Fishermen's Organisation headquarters in Edinburgh on Monday. He is seen being greeted by SFO chief executive Jim Lovie and Ian MacSween.

'William Wilberforce' runs out of fish



GRIMSBY'S distant water trawling fleet took yet another hefty knock last week. Boston Deep Sea Fisheries Ltd. was forced to lay-up its 698-ton *William Wilberforce* due to exhausted quotas off Norway.

The Norwegian grounds are virtually the only fishing areas still available under quota to British distant water trawlers. They would normally have been considering plaice-only trips at this time of the year to the prolific White Sea grounds off Cape Kanin. These are now in the banned Russian sector.

After a hard 25-day trip to the north-east Arctic, *William Wilberforce* landed 810 kts, largely codstuffs, for a 220 grossing last week. Then she joined four other wet fish sidewinders owned by the Boston Group already laid up to await what seems like a very uncertain future.

A year ago the firm operated 11 wet fish vessels at Grimsby, all on the distant water grounds.

RECORD WEIGHT

A COMBINED landing of 1,518 kts by the top Grimsby pair team, *Margrethe Bojen* and *Francis Bojen* set a new weight record at the South Humberside port last week.

This massive haul, from a 13-day North Sea trip, almost brought a new port grossing record for the pair. However, with some of the fish on the small side and over 100 kts of sole, in the catch, the final

NORWAY SHOCK

Up to ten licences only for Grimsby

SEINER and pair trawler owners at Grimsby have been badly shaken by the news that Norway is prepared to issue only 100 licences to EEC vessels to fish her sector of the North Sea.

The restrictions, to take

place from January 1978, are expected to be particularly damaging to the rapidly growing pair trawling industry at Grimsby.

Many of these teams spend

up to 80 per cent of their fishing time in this area of the North Sea.

Not so badly hit will be the Grimsby fleet of anchor-seiners, although many of these vessels are on the same grounds for 80 per cent of their annual fishing time.

With some 20 pair teams and roughly 100 seiners currently working from Grimsby, the Norwegian restrictions seem bound to have a very serious effect on small boat operators.

The head of a major seining agency spoke pessimistically about the outcome to *Fishing News* last week. "It is a ridiculous number of licences for the en-

vironmental damage to Norway to review the situation as well as making representations through the correct Government channels."

There are almost certain to be further complaints, notably in Scotland, about the number of licences.

"We intend appealing

directly to Norway to review

the situation as well as making representations through the correct Government channels."

Meanwhile, at a meeting last week of the Grimsby Seiner Owners' Association, it was decided to press Norway for an assurance that anchor-seiners were not to be bound by the proposed licensing restrictions.

After the meeting a spokesman told *Fishing News*: "Anchor-seining is a passive form of fishing; there is no damage to the grounds. We are now using 4-in. nets which is extremely helpful to

conservation as the immature fish remain uncaught.

"We do appreciate the need to impose restrictions on fly-shooters and pair trawlers, but we are hopeful that the Norwegians will see sense over the anchor-seiners."

"At the moment a speculative estimation would suggest only between five and ten licences coming to Grimsby, and this would really spell out disaster."

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PULL OUT OF EEC—'NATS'

PRIME MINISTER James Callaghan "should threaten withdrawal from the EEC over the fishing fiasco.

"The French used this ultimate weapon in 1965 in relation to CAP financial proposals. The survival of the Scottish fishing industry merits decisive action."

This was stated by William Wolfe, Scottish National Party chairman, speaking at the annual conference of the Argyll Constituency Association on Saturday.

He continued: "No Scottish Government would ever be permitted to sell one of its prime industries down the river the way London is doing to ours. Led by Bruce Millan, the British team is currently huffing and puffing, but it is already recognised that they do not have the economic and political clout to blow the house of EEC opposition down.

"If the EEC wins and Continental boats are allowed to trawl our waters almost up to our coastlines, then it will affect Scotland disastrously across the board.

"Until we have a Government of our own to negotiate direct with the EEC, all our resources are in danger of being used up with no benefit to our own people."

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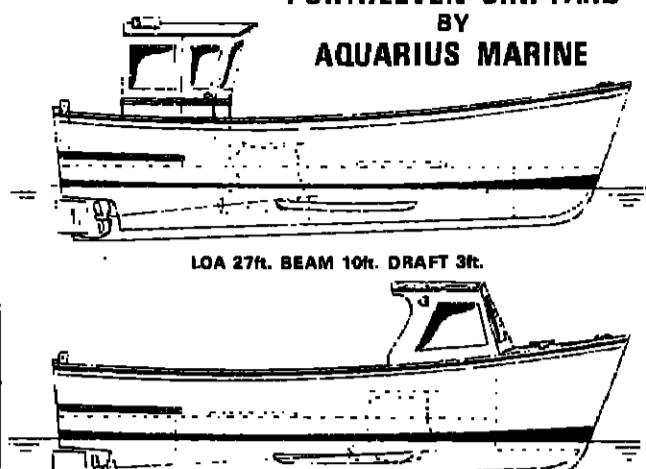
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Third '85' launched

A NEW 85 ft. long steel seiner-pair trawler is due to start fishing from Peterhead at the end of the month. She is *Challenger II* launched for Skipper Andrew Strachan last Saturday.

Challenger II has been built by a Mirrlees Blackstone shipyard of Argyll. She is the third '85' built by the yard and was named by the skipper's four-year-old daughter, Yvonne.

She is similar in general arrangement to earlier '85s with a net store in the forepeak over fresh water tanks, then the fishroom, engineer room and accommodation aft for the eight-man crew.

The deckhouse contains the wheelhouse, skipper's cabin and combined galley and messroom.

Challenger II is powered

by a Mirrlees Blackstone ESL6MGR main engine developing 600 hp. Her auxiliary is a Gardner 6LX and both engines can drive the duplicate Dowty hydraulic system.

Equipment on deck includes, at Sutherland winch, Lossie rope reels, net drum aft and power block on an Atlas crane.

Electronic equipment includes two Decca Navigators, autopilot and plotter; Furuno radar; echo sounder and net sounder; Weamar dual frequency sonar; Elec fish loop and echograph; Woodson intercom and watch receiver; plus Sailor SSB and VHF.

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'SEA VIXEN' —first of four for Bostons

BOSTON SEA VIXEN, first in a new four-boat class for Boston Deep Sea Fisheries, was launched on Thursday last week at Great Yarmouth. The stern trawlers are a development of the Boston Sea Knight series and will cost a total of £2.5m.

Sea Vixen has been built by Richards (Shipbuilders) and equipped with split yaw winches and a net drum for pelagic and demersal fishing.

She has an overall length of 85ft, registered length, 79ft,

22ft moulded breadth, 25ft,

22ft and moulded depth,

11ft 6in.

Her main power unit is a Mirrlees Blackstone diesel of 1,000 bhp at 700 rpm driving a P propeller. Low-pressure hydraulic split trawl winches and a net drum are installed, with shooting and hauling being assisted by the Syncro 100 control system.

The engine and net store are forward, leaving a large deck aft. Accommodation is for eight men.

Speaking at the launching, Mr N. Parker, deputy chairman of Boston, said the Sea Knight trawlers had proved highly successful, used 40 per cent less fuel than the vessels they replaced and their catch figures were just as high.

Some 40-ton buoyancy fenders were brought in and more boats joined in the tow, including *Inter-Nos*, *Hopfield* and *Terene*. She only moved about one boat's length.

Divers went down to the boat and her seacocks were found to be in order.

The big problem came on Sunday when a south-west gale set in and salvage attempts had to be abandoned for the day.

On Monday night another salvage team was preparing to lift the boat, the former Scottish-based *Bountiful*, which had just returned from a two-day mackerel trip to the Wolf grounds.

Falling tides meant that there may not be enough water to beach her — or expose her decks for pumping out.

Meanwhile her owner, *Heather E*'s electronic equipment being salvaged from her wheelhouse. The boat's last trip had been to the Wolf grounds.

BOSTON SEA VIXEN LT 390

Link up with FOS

ON SATURDAY Ernie Hamley, general secretary of the Fisheries Organisation Society, visited Folkestone, Kent, to address a meeting of the fishermen's association recently formed at the Kent port.

Among matters discussed were consultation measures, marketing facilities and foreign fishing, all of which impressed by what Mr. Hamley had to say. We look forward to a long and fruitful association with FOS.

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headline and footrope, the presence of fish above and below the headline and an indication of the quantity of fish in the net. It will also monitor water temperature at the net.

You can see how your gear is fishing and adjust it for the best results; and there is no cable connection to the equipment — nothing to interfere with normal operations.



Steering through the fog

"IT HAS BEEN very foggy recently and, although there has only been one collision between boats in a channel, there have been a lot of close shaves."

"What equipment is a 46ft. fishing boat required to carry for foggy conditions and what steps do we take to avoid collision in restricted visibility?"

■ Equipment specifically needed is a foghorn for sounding when underway and a bell for ringing when at anchor or aground. But since Rule 19 requires vessels to navigate with caution at certain times, it implies that equipment to do so must be carried.

If you do not have a radio telephone with direction finding facilities, you could get a radio receiver with a direction finder.

Even if it is impractical to plot accurate cross fixes on

properly adjusted compass, charts and the necessary apparatus to lay off courses, sailing directions, sounding lead and/or echo sounder, speed and distance indicator log.

If your boat is equipped with an echo sounder, you may not want to carry a lead as well. However, you can use a lead not only if your sounder develops a fault, but to tell whether you are over mud, sand, shingle or stony bottoms and so get a rough idea of your position in restricted visibility.

Otherwise the best you can do, radar-wise, is to carry a reflector at your masthead in the hope that they will detect and avoid you.

When suddenly enveloped in fog at sea you must have a copy of the clauses in Rule 36 of the Collision Regulations. These govern the sound signals to be made by various classes of vessels in restricted visibility. They tell you not only what signals you should make but enable you to identify those made by other craft.

If you do not have a radio telephone with direction finding facilities, you could get a radio receiver with a direction finder.

In order to navigate with caution you have to carry a chart when you are rolling

about, you might get approximate bearings of a beacon to help you determine your position.

Installing a radar is another alternative. Apart from basic navigating equipment, radar is the greatest boon of all to those responsible for navigation in restricted visibility.

Another step is to carry a device for detecting transmissions of vessels operating their radars in your vicinity.

Otherwise the best you can do, radar-wise, is to carry a reflector at your masthead in the hope that they will detect and avoid you.

When suddenly enveloped in fog at sea, apart from proceeding at moderate speed and making stipulated sound signals, you can fix your position on the chart and ascertain the sound signals made by lighthouses and light vessels near you.

It is also advisable to start taking soundings with lead and line and/or echo sounder; commence taking regular bearings by direction finder or radar to check your position; start an electric or

stream a taffrail log; and arrange an anchor for letting go immediately in order to take way off your boat promptly.

If you want the devices enabling you to detect radar transmissions from other vessels, they are available from Hepplewhite Marine Ltd., Stannard Way, Great Corring, Sudbury, Suffolk.

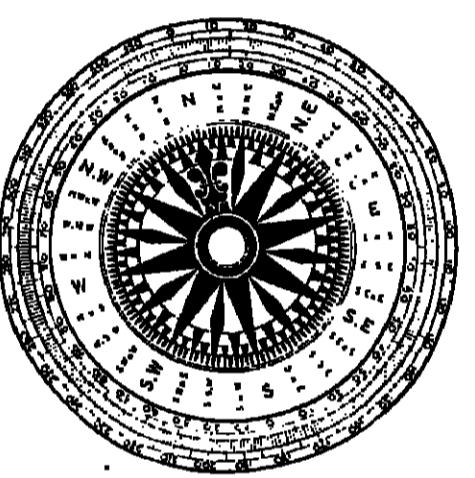
If, rather than a conventional fog horn, you prefer an instrument which makes sound signals and allows you to listen to other vessels' signals in magnified form, you can get one from Tannoy, Marine Ltd., West Norwood, London SE 27.

John Burgess' Log



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Captain F. S. Howell, M.B.E.



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Capt. F. S. Howell, the author, has had many years' practical experience at sea and in teaching in his Navigational School. His aim is to help all fishermen to secure an understanding of the basic principles of navigation and so achieve that safety and stability which will enable them to make the most of their fishing abilities.

His book comes at a most opportune time during the transition in international buoyage and wreck marking systems, and he knows how to impart knowledge easily and systematically. He takes the reader step by step through chapters on the compass; charts and navigational publications; chartwork; the sextant; use of traverse tables; plane and Mercator sailing; nautical astronomy; ship stability; aneroid barometer and weather hints; uniform systems of buoyage and wreck marking; navigational marks, useful addresses.

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ANY QUESTIONS?

If you have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them if they are sent with a stamped addressed envelope for reply.

November 4, 1977

November 4, 1977

working close in to rocks, anchoring a small boat temporarily or hauling off if it is light, it can be thrown a useful distance.

If you would rather not creep of the type originally designed for recovering ropes, a standard model trawling has lasted available from The Central Welding Works — known as F.A.L. Service Propeller Service — at North Shields and, just weeks ago, the last steam trawler in the British fleet was sent for scrapping.

Messenger, a North Shields-based steam paddle trawler, was towed into the North Shields docks with a catch worth £750. A century later *Northern Sceptre* reached the end of its trawl when she was towed off to the breakers at Medway.

Captain William Purdy of

Green, Coles Lane, Milton

St. Andrew, Dorset. The

is made in two 18in. angles

4 x 1 x 1in. angle iron, put

back to back. Five links

cut into each of the four

and an eye welded on each

ends. Two such lengths, i.e.

say, were starting to take

say their trade.

He told Skipper James

Hollis of Hull who operated

the end of the second mate

ing used to attach a triple

trawl.

An impatient Skipper Kel

said: "Go on then. Waste

my money, you'll rue the

if you didn't take my advice".

"I have always used a

grapnel to recover lost gear

but recently I have lost two

grapnels and quite a lot of

line due to fouling among

rocks.

"I understand that there

are devices called creepers or

creepers, designed to recover

seine ropes and other gear,

which do not get snagged in

rough ground as much as

grapnel.

"Any information would be

welcome."

"If you can spare the time,

you could make a type of

grapnel which is not as likely

to become irretrievable in

rocks as an ordinary one

although equally effective for

recovering gear.

All you need is about a cou-

ples of feet of 2in. interior

diameter steel piping and two

lengths of steel rod about 1in.

diameter.

You bend each rod double

and push it through the pip-

ing until about 3in. of the

double part protrudes from

the far end.

You then open the protru-

sions to form an eye, to

which a rope can be attached,

and bend back the four single

ends of rod at the other end of

the piping at an equal dis-

tance apart to form four

barbless anchor arms.

This type of grapnel is in-

expensive to make and has

the merit that if it gets caught

in rocks when grappling gear,

the arms will straighten and

allow it to be retrieved.

A do-it-yourself creeper

consists of a length of chain

with about half-a-dozen shark

hooks attached to it in

bunches at intervals of about

18in. It is suitable for

recovering lines from all ex-

cept rocky bottoms and may be

more effective than a

grapnel.

You could also probably

get your local blacksmith to

make type of creeper

favoured by some lobster

fishermen. The creeper con-

sists of an iron shaft about

3ft. long with an eye and a

ring through it at one end and

five barbed arms bent back

for about 6in. at the other.

It can be used not only for

recovering lost gear but, when

you bend each arm

at right angles to the shaft

it becomes a grapple hook.

It has been said we don't

need to be afraid of sharks

in our waters," said chair-

man John Leach.

I say now if we find a

shark in a boat, we

should not be afraid to

use a gun to stop it.

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use a gun to stop it.

It has been said we don't

need to be afraid of sharks

in our waters," said chair-

man John Leach.

I say now if we find a

shark in

Boat-to-shop basket boxing system

THE HANDLING and packing needs of the fishing industry are so diverse that it is difficult to produce one container ideal for all requirements.

The Swedish firm of Pakabox AB decided to find a solution to this problem and has developed a system which can simplify the handling and distribution process from boat to fishmonger.

Named the Pellywell system, it has been developed in consultation with users from fisherman to haulage contractor, also with Swedish fisheries authorities and food handling organisations.

Established

The system has become well established in Scandinavia and has now been taken up in the UK under a pilot scheme being operated by the wholesale fish packing firm of Hillismanor of Luton.

Some 700 tons of mackerel is being sent to a Continental processor which placed the order because use of the Pellywell system enabled

Hillismanor to offer a satisfactory price.

Alec Paton of Hillismanor felt there was great potential for the containers in the UK when he saw the system in operation at the Swedish processing plant of Ronnangs Frys AB.

Following talks between Hillismanor and Pakabox, the two firms formed Pakabox UK to market the Pellywell system here.

There are two parts: a metal wire basket and a plastic or cardboard insert or inserts. This combination allows the advantages of returnable and non-returnable packing to be combined.

The two components can be separated in the handling chain at

the time when it is most practicable. The wire basket gives the packaging the necessary stability, but can be separated from the insert and returned when no longer needed.

The basket bears the full load of the package of fish and is suitable for shipboard use.

Weight

It is made from galvanised and epoxy-coated steel wire and is safe to handle; also it weighs considerably less than a wooden box of similar capacity.

Its shiny, lacquered surface is easy to clean and metal strips fitted on the longitudinal sides can be folded in-

wards to enable the baskets to be stacked when full.

Weight is rested on the metal strips of the basket below, rather than on the fish. Baskets can also be locked together to increase the stability of the stack in the fishroom or during transport.

The metal strips can be folded outwards to allow the baskets to be stacked one inside the other when empty.

The inserts, made of water-resistant corrugated cardboard, ordinary cardboard or plastic, are delivered flat. They can be used as disposable packages and provided with lids.

Holes in the base of the inserts, and ridges in the basket, prevent the accumulation of blood serum among the fish and so maintains quality. Inserts and baskets can be provided in a choice of sizes.

With the Hillismanor mackerel contract, the fish was loaded on the quayside at Mallaig, on the Scottish west coast, into 30 kg. inserts and baskets which were stacked on pallets for transport by open lorry to the Aberdeen Cold Storage Co. Ltd.

Loading

Baskets and inserts were loaded 18 high into the tunnel freezer. Time in the freezer was cut by half as air could pass through the open sides of the baskets.

After freezing, the inserts were ejected from the baskets, lidded and strapped ready for transport by refrigerated truck to the customer.

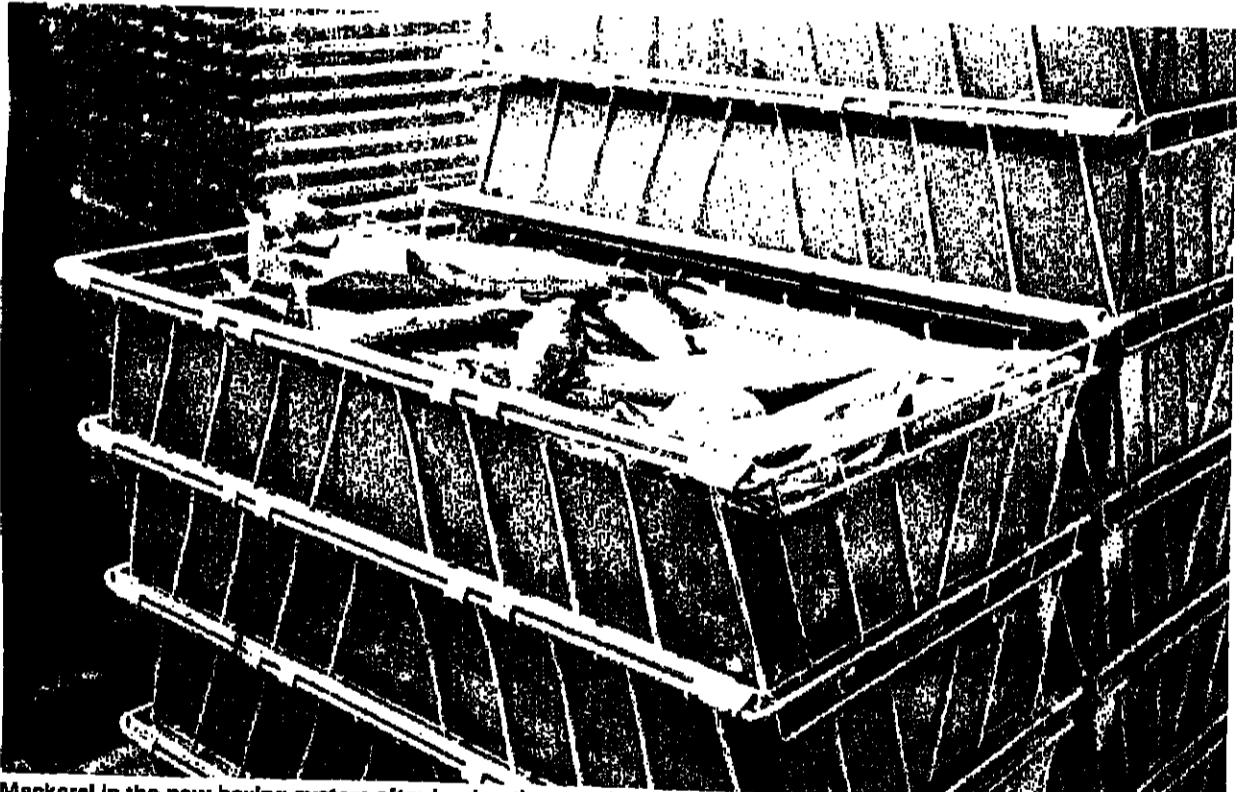
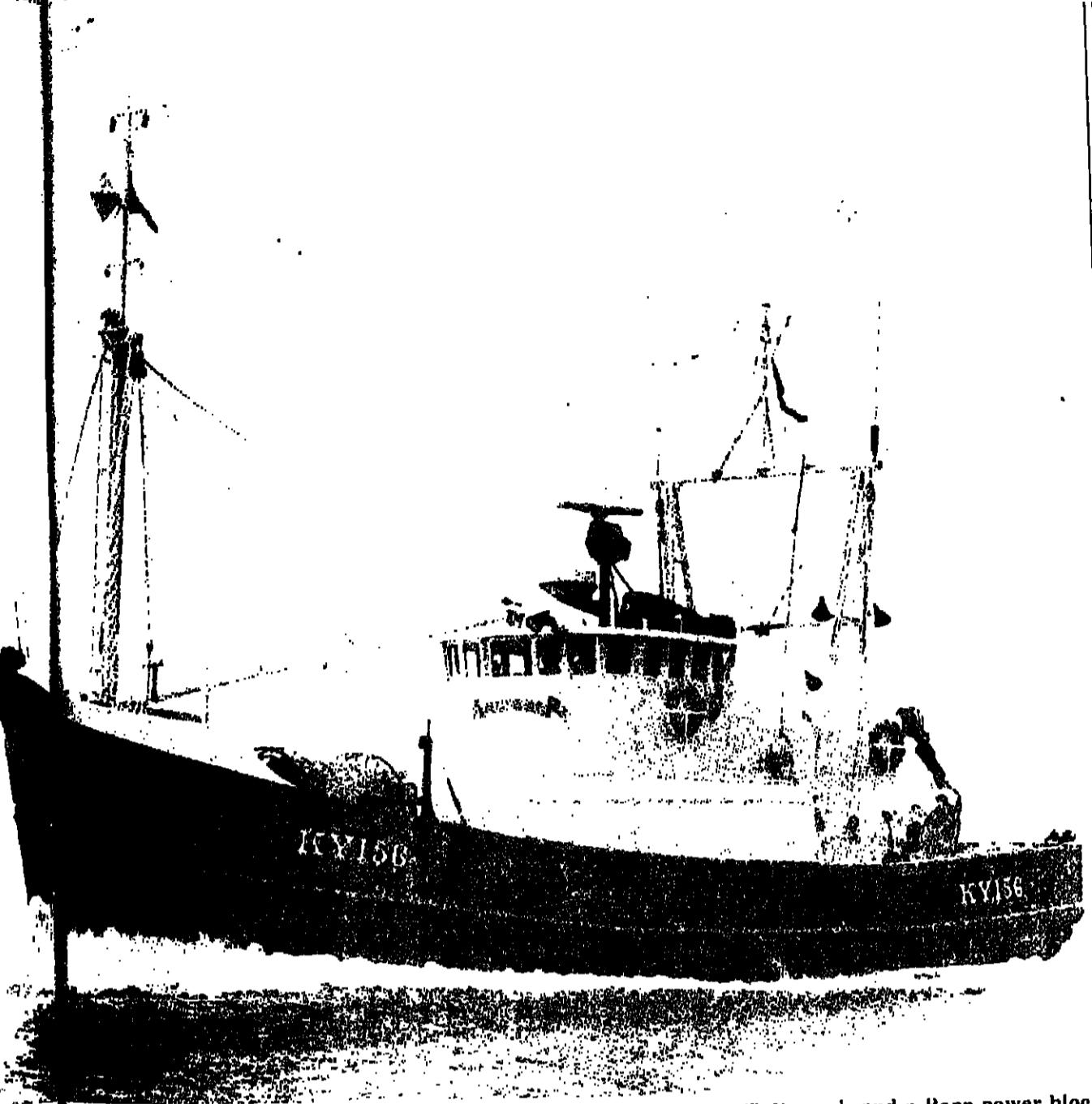
The baskets remained at the cold store ready to be returned to Mallaig and the fish remained untouched by hand until it reached the customer.

Transport costs were cut as the lorries can carry a bigger load of fish because the baskets weigh less than wooden boxes.

The inter-stacked empty baskets require only one lorry rather than several for transport back to the port of landing. Repacking of the frozen product at the cold store was also cut

November 4, 1977

November 4, 1977



Mackerel in the new boxing system after leaving the tunnel freezer at the Aberdeen Cold Storage Co. Ltd.



The inserts being taken from the baskets after the fish has been through the tunnel freezer.

After the inserts containing frozen fish are taken from the baskets they are lidded and strapped ready for export.

Designed by Mr. James T. N., reels and a Rapp power block. Electronic equipment was supplied by Decca and includes Simrad fish finder unit and 'Sailor' radio telephones. More details in *Fishing News* soon.

No wonder the stocks are encouraged its growth and that cheap artificial bait for lobsters has been developed. Lobsters are caught off Morocco's rocky Atlantic and Mediterranean coastline and most of the catch is exported to France where there is a big demand for these young stages. Much research has since been devoted to this problem and one of the latest methods of treatment involves a sheathing process with a nylon base.

The treatment consists of bonding special nylon fabric to the bare wood with a special glue. This covers the wood with a protective coat and keeps out the shipworms.

Tests both at home and abroad appear encouraging. In India researchers are investigating the possibility of controlling teredo by biological means. In this work it is proposed to introduce a particular species of marine flat worm, which eats the eggs of teredo, to areas badly infested with shipworm in the hope of wiping it out, at least locally.

Local men have also tried to get rid of the shipworm, or teredo, is not really a worm but a mollusc related to mussels, cockles and clams. The damage caused by the shipworm to wooden vessels and to the piles of piers and jetties has probably been a major source of worry for as long as these things have existed.

The problem is how to control this marine pest which destroys wooden beams by its boring habits.

The fisherman found that the berthing of vessels in fresh water during the summer months was difficult to get hold of.

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| | Catch | Lobster | Crabs |
|---|-----------|---------|---------|
| Number of creels fished for 24 hours | | | |
| Natural salted mackerel Block with defined chemical mixture | 158 (22) | 39 (28) | 43 (37) |
| | 22 | 28 (23) | 39 (31) |
| Natural salted mackerel Block with extract of whole sprats | 149 (112) | 51 (34) | 46 (31) |
| | 24 (21) | 41 (37) | |
| Natural salted mackerel Block without attractant | 89 (72) | 39 (35) | 33 (33) |
| | 10 | 34 | |

Total catch for number of creels fished for 24 hours. Percentage catch per 100 creels.

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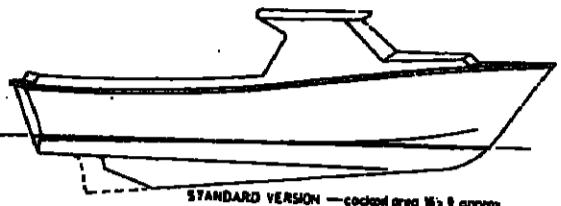
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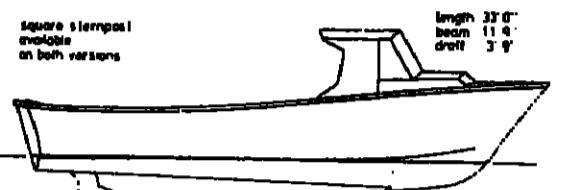
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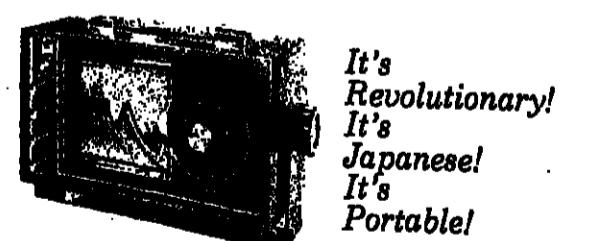
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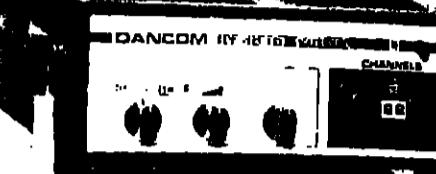
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Icelandic ban stays

- UNION REFUSES TO TALK

GRIMSBY'S hopes of persuading its lumper force to lift the ban against Icelandic trawlers landing badly needed wet fish supplies received a further setback on Monday.

The Transport and General Workers' Union, which

represents the men, declined to attend a special 'all-sides' meeting of the industry.

It had been convened by Mayor Peter Willing in an effort to break the deadlock.

The union stressed there was little point in attending the meeting.

A decision to lift the ban at

Grimsby on Icelandic trawlers can only be taken at national level and there are no inter-port meetings of lumpers scheduled until the first week in November.

One lumper dispute, however, has been settled. The Fleetwood fish lumpers resumed normal work on Friday after settling their dispute with the employers — the Fleetwood Fishing Vessel

Owners' Association.

Their action had resulted in the port's vessels not being able to start unloading until 8.30 am instead of 2.30 am or 4.30 am which are the normal times of landing catches.

Ted Hammill, shop steward for the men's union, said that the deal agreed for a 10 per cent rise and a productivity deal was disappointing but reasonable in the circumstances.

He said: "We hope that things will pick up in Fleetwood so that we can make the money we had hoped for. I think the men have done the right thing at this stage. I don't think there is any more money".

mackerel, 80 of roker, 60 of dogs, 40 of gurnards, and five of squid, which sold for a total of £18,024.

J. Marr and Son's *Fylde Jacinta*, which joined forces two trips ago, had a combined total of more than £38,000.

Fylde (Sk. Victor Buschini) landed 878 kits for a grossing of £20,650, while *Jacinta* (Sk. Bill Taylor) had 793 kits, which sold for £18,257.

During the week there was a catch which must be a recent record in the number of varieties included. This was landed by the stern trawler *Boston Stirling* (Sk. Bill Bridge) which has 1,086 kits, including two of hake, 100 of cod, 10 of lemons, 360 of mackerel, 10 of plaice, 200 of haddock, 130 of horse mackerel.

It was a good Irish Sea catch which took the near water honours for the week. The 73ft. pocket trawler *Craigmillar* (Sk. J. Wright) landed 43 kits for a grossing of £3,947. The vessel was at sea for 14 days.

The board regret severing the company's connection with the port and they wish to pay tribute to the loyal efforts of the staff. In particular to the 40 years service of the chairman, Mr. A. W. Blackwell.

Mr. Blackwell, who is now retiring, said: "It's the loss of the herring that has finally closed us down. For the last 10 or 15 years we have had to rely almost entirely on supplies imported from Dunmore in Southern Ireland.

"Now the Irish ban on herring fishing has ended that supply".

The large smokehouse was built in the 1920s for the herring boom of the time. In Mr. Blackwell's words "it has lasted longer than most."

Also having a change are two Newington vessels *Burton Agnes* and *Burton Pidsea*.

They arrived in Grimsby after the south-west mackerel season last spring to operate

as a steel pair team through the Dantrip agency. The partnership has now been dissolved and the sister ships have left Grimsby.

sold off.

Renamed

At the Tom Sleight (F.S.)

Ltd. agency former Fleetwood seiner *Thornwood* has been renamed *Brocklesby*. Regular readers of *Fishing News* may have been puzzled by the Scandinavian name.

Craigmillar (Sk. J. Wright) landed 43 kits for a grossing of £3,947. The vessel was at sea for 14 days.

Venture last winter.

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Venture last winter.

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Equipment owned: Kelvin Hughes type 17 radar, Kelvin Hughes type 29 sonar, scale expander.

Equipment hired: Decca navigator, plotter, Kelvin Hughes VHF and SSB radio.

Vessel recently completed overhaul can be inspected at any time at Leslie Harbour by arrangement with:

J. Edwards, Telephone: London 01 3269. Or A. Dutbie, Telephone: Lowestoft 2078. Offers in Writing to A. Dutbie, Lowestoft.

Telephone: 031 446 9915 after 6pm.

JUST completed, 20ft. fishing boat, BMC diesel, forward wheelhouse, full details telephone: 0304-39038.

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38ft. x 10ft. x 2ft. 8in. registered fishing boat, forward wheelhouse, flush deck, Ford 4D engine, ideal angling or lobster boat, excellent condition, worth inspection, £1,250. Small boat part exchange. Telephone: 031 2941 after 4pm.

TRINITY house 18ft. boarding boat, built 1959, Lister 12hp air cooled diesel, hand start, massive construction and all in excellent condition, £1,400. Small boat part exchange. Telephone: Clacton 31468 anything.

31ft. x 9ft. 7in. x 3ft. 8in. fishing vessel, built 1960, forward wheelhouse, Lister 12hp water cooled engine, Kelvin Hughes fish finder, good condition, £1,250. On hire. Telephone: Falmouth 311080.

28ft. x 8ft. 6in. registered fishing boat, mahogany on oak, forward wheelhouse, BMC 2.2 diesel, rebuilt 1977, 2:1 reduction, licensed for eight, ideal for potting, trammeling or passenger. Telephone: Scarborough 0731 6937.

AQUA Bell 27ft. x 10ft. 6ins. parking 175hp diesel, fourth berth, 21ft. R/T, captain, compass, wipers, Kelvin Hughes, toilet, sink, electric and manual bilge pumps, many extras, £8,500. Telephone: Dumfries 4102.

AUGUST 1976, 21ft. fishing boat, two berths, new 13hp electric start diesel. Full details on offer for well above asking price of £2,800 for quick sale. Telephone: 051 8860 (Wirral).

31ft. registered fishing vessel with gear, hydraulic capstan, electric bilge pump, five fathom trawl, various other equipment. Ford 4D diesel completely overhauled, c.£1,500. Ill health causes give away price. Telephone: Bournemouth 521638.

48ft. Fishing vessel, 108hp Ford, Seaview VHF, Sosafar, Mk3 sounder, Fifer five speed winch belt drive, 20hp water cooled Lister, Fifer 5hp Danby engine, PRM 3:1 hydraulic box. Telephone: 051 578 7557.

FEXA

TRAWLERS & FISHING EQUIPMENT

All boats offered for sale have been seen by me.

Side trawler 55ft. 6in. 1986, 230hp Poyaud, completely overhauled, £32,000. Tel. F15.

Side trawler, 38ft. 1974, Baudouin 112hp, radar, Radio, 2 sounders, £25,000.

Side trawler, 1986, 54ft. Baudouin 210 hp. Radar, Radio, 2 sounders, £28,500.

Telephone: Chilham (022 776) 579 for my list or arrange to spend a weekend in France looking at these excellent boats.

STXEL stern trawler, 36ft. 10ft. 6in. x 11ft. 6in., 73. Ford 120hp, hydraulic, 2.5:1 reduction. Only 600 hours running, hydrolic winch, radio, echo sounder, many extras, wired for Deco. Ready for fishing. Telephone: Winchelsea 282.

48ft. Fishing vessel, 108hp Ford, Seaview VHF, Sosafar, Mk3 sounder, Fifer five speed winch belt drive, 20hp water cooled Lister, Fifer 5hp Danby engine, PRM 3:1 hydraulic box. Telephone: 051 578 7557.

SIOS AB

Swedish company wants to purchase cash.

4 steel or wooden fishing boats 30-40ft. Used, equipped, excluding nets.

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Built of steel by Robert Denner & Sons, Hull. Built 1970.

Length: Reg. 73.65ft. 77.78ft. a/s - Breadth: 22ft. 1ft. Tonnage: 63.39 Gross & Net. Rigged for Seine-net fishing. Quantity of ropes and nets to be sold with vessel.

Equipment Owned: Deco 314 radar, Deco 350 Auto-pilot, Echo echometer.

Else fish tops, Kelvin Hughes 2182 receiver.

Equipment hired: Domesys 600, Danby 110hp.

Fitted with Caterpillar D3B3 42hp engine, 4:1 reduction.

The vessel is presently fishing out of Sheerness. For arrangements to view, Telephone Sheerness 28283.

Other info: 1000 hours on the motor, 2000 hours on the engine.

Deco 350 Auto-pilot, Kelvin Hughes 2182 receiver.

Telephone: 0702 618525.

Telephone: 070